# THE LIVERPOOL AND NEW-YORK AND PHILADELPRIA STEAMSHIP COMPANYS Clydipull from serew elemnishes 2.360 tune... Capt R. Leitel. CFF OF WASHINGTON. 2.389 tune... Capt P G. Fetner CFF OF WASHINGTON. 2.389 tune... Capt J Kennedy. CFF OF MANGHESTER. 2.08 tune... Capt J Kennedy. CFF OF MANGHESTER. 2.08 tune... Capt J effect KANGAROO... LP4 tune... Capt Jeffrey The undersorted or other versels are intobled to sail as allows: The undersoted or other vessels are intended to said the undersoted or other vessels are intended to said the property of the

THER CLASS PASSENGERS.—A limited number of third class made near will be taken and found to as much provisions as apported. From Philadelphia and New York, \$30. From Livered \$400. ergond. 4-40.

Certificates of passage will be issued here to parties who see Certificates of passage will be issued here to parties who see Certificates of bingung out their friends, stearresponding rates. These steamers constructed with improved wester tight compariments. Each vessel carries an experienced Surgeon, and every attention paid to the comfort and accommodation of passes are:

bad estigate.

Drafts on Liverpool from £1 upwar1.

Drafts on Liverpool from £1 upwar1.

Recode taken by these vossels at usual rates.

All goods sent to the Agents will be forwarded with economy and dispatch.

For Freight or Passage, apply at the Office of the Company,

JOHN G. DALE, No. 15 Broadway, New York Agent, or

WM. INMAN, Nos. 1 and 18 Tower Buildings, Liverpool Agent

YOR LIVERPOOL .- The United States Mail \*\*Steamship ADRIATIC, James West, Commander, will de sart with the United States Mails for Europe positively on ATURDAY. September 12, at 12 o'clock m., from her berth at the foot of Canalet. For freight or passage, having anoquated accommodations for cleasure and comfort, apply to RDWARD K. COLLINS, No. 56 Wall-t. Passengers are requested to be on board at 11 o'clock a. m. 4. All letters must pass through the Post-Office; any others will be returned.

returned. Notice - The Steamers of this line have improved water The BALTIC, Captain J. J. Comstock, will sail on the 26th

THE NEW-YORK and LIVERPOOL UNITED STATES MAIL STEAMERS.—The ships composing title

FIATLE MAILSTEADERS.—The samps compound this blocked.

The ATLANTIC, Capt. Oliver Eldridge.
The BALTIC. Capt. Joseph Comstock.
The ADRIATIC, Capt. James West.
These ships having been built by contrast expressly for the Bovernment service, every care has been taken in their construction, as also in their engines, to insure strength and speed; not been economedations for passengers are macqualled for elements and comfort.

Price of passage from New-York to Liverpool, in first cabin, 5156; in second do., \$75. Exclusive use of extra sired state com, \$325. From Liverpool to New-York, 30 and 29 guineas. An experienced surgeon attached to each ship. No berths can executed until paid for. The ships of this line have improved rester-tight builtheads.

bulkheads.
PROPOSED DATES OF SAILING.
PROPOSED DATES OF SAILING. PROPOSED DATES OF SALLING.

SATURDAY. Sept. 12, 1937 WEDNESDAY. Aug. 18, 1857

SATURDAY. Sept. 26, 1857 WEDNESDAY. Sept. 2, 1857

SATURDAY. Sept. 26, 1857 WEDNESDAY. Sept. 2, 1857

SATURDAY. Sept. 24, 1857 WEDNESDAY. Sept. 29, 1857

SATURDAY. Nov. 24, 1857 WEDNESDAY. Cot. 14, 1857

SATURDAY. Nov. 21, 1857 WEDNESDAY. Oct. 14, 1857

SATURDAY. Nov. 21, 1857 WEDNESDAY. Nov. 11, 1857

SATURDAY. Dec. 4, 1857

WEDNESDAY. Nov. 22, 1857

WEDNESDAY. Dec. 9, 1857

WEDNESDAY. Dec. 25, 1857

For Freight or Passage, apply to WEDNESDAY.. Dec. 25, 1857
For Freight or Passage, apply to EDWARD K. COLLINS, No. 58 Wall-st., N Y. BROWN. SHPLEY & Co., Liverpool.
STEPHEN KENNARD & Co., Everpool.
B. G. WAINWRIGHT & Co., Faris.
The owners of these ships will not be accountable for gold, either, buildon, specie, jewerly, precious stone scremetais, unless bills of lading are signed therefor, and the value theroof expressed therein.

ARABIA, Capt. J. Stone,
ASIA, Capt. E. G. Lott,
AFRICA, Capt. Shannen,
EUROPA, Capt. J. Leitch.
These vessels carry a clear white light at mast-head; green on starboard bow; red on port bow.
ARABIA, Stone... Leaves N. York. Wednesday, Sept. 2
ASIA, Lott. Leaves Boston. Wednesday, Sept. 2
ASIA, Lott. Leaves Boston. Wednesday, Sept. 29
ASIA, Leitch. Leaves Boston. Wednesday, Sept. 29
FERSIA, Judkine... Leaves Boston. Wednesday, Sept. 29
FERSIA, Judkine... Leaves Boston. Wednesday, Sept. 20
Berths not secured until pad for.
An experienced Surgeon on board.
The eveners of these ships will not be accountable for Gold,
Silver, Bullon, Specie, Jewelry, Precious Stones or Metals,
unless bills of lading are signed therefor and the value thereof
therein expressed. For freight or passage apply to
E. CUNARD, No. 4 Bowling Green.

## Steamboats and Railroads.

ARMENIA—DAY BOAT for ALBANY and In-DAYS, WEDNESDAYS and FRIDAYS, at 7 o'clock a. m., ar-riving in Albany in time for Cars North and West.

DAY BOAT for ALBANY,-The Steame BROADWAY will leave the pier foot of Jay-at. EVERY TUESDAY, THURSDAY and SATURDAY, at 7 o'clock a. m., making the usual landings.

FOR SHREWSBURY, HIGHLANDS, OCEAN HOUSE, LONG BRANCH, PORT WASHINGTON,
MIDDLETOWN, FARRHAVEN and RED BANK.—The new,
magnificent and swift steamer ALICE PRICE, John Borden,
Commander, will run regularly as follows from Robinson-st.,
R. R.

M. R. Leave New-York.

Monday ... Aug. 31, 4 a. m. Monday ... Aug. 31, 12 m. Tuesday ... Sept. 1, 1 p. m. Wednesday. Sept. 2, 6 a. m. Wednesday. Sept. 2, 2 p. m. Kerr's Express by this boat. Stages to all parts of the sountry

EXCURSION for the MILLION.—
STATEN ISLAND FERRY.
SEVEN MILES FOR SIX CENTS.
The Staten Island ferry-boats JOSEPHINE and SOUTH-FIELD leave every hour, from the foot of Whitchest at (between the Battery and South Ferry), from 6 a.m. till 7 p. m., and on fine Sundays every hair-hour until 8 p. m., landing by any state of the Bay affords the finest view in the world.

CHEAP EXCURSIONS to FIRE ISLAND—

1 20 each way—Every TUESDAY and FRIDAY by
Long Island Relifrond and steamer Hero. Leave South Ferry
Brooklyn at 9 a. m. Returning every WEDNESDAY and
BATURDAY, leave Fire Island at 11 a. m. Tiekets for Fire
Island to be had at Depot, South Ferry. Thesets to return to be
had on board the stramer Hero. The Hotelt at Fire Island are
new, and have ample accommodations of the best kind.

FOR BOSTON, via NORWICH and WOR-CESTER—Daily at 5 p m., from pier foot of Courtlandt-st., by the favorite steamer CONNECTICUT, Capt. Wm. Wile ca, en MONDAYS, WEDNESDAYS and FRIDAYS, and by sic new and epichnidis steamer COMNONWEALTH, Capt. Williams, on TUESDAYS, THURSDAYS and SATURDAYS, to Allyn's Point; thence by new and shadeomely-findshed six team-wheeled cars for Wortcuter, Boston, Providence, Lawrence, Lowell, Nashua, Caccord, Wintle Mountains, and every other section of New England. Six-er-come can be engaged by supplying on board, or to E. S. MAR I'M Agent, at his office, feet et Courtlandt-s

FOR BOSTON and PROVIDENCE via NEW-PORT BOSTON and PROVIDENCE HAS NEWPORT and FALL RIVER.—The splended and superior
elemer METROPOLIS. Capt. Brown, leaves New York every
TUESDAY, THURSDAY and SATURDAY, at 5 o'clock p m.,
and the EMPIRE STATE. Capt. Brayton, leaves New York
every MONDAY, WEDNESDAY and FRIDAY, at 5 o'clock
p m., from Fire No. SN.R., sear the Battery; both touching at
Newport each way.

Hereafter he rooms while be regarded as secured to any applicant until the eams shall have been paid for.

Freight to Hesten is forwarded through with great dispatch
by an Express Breight Train.

WM. BORDEN. Agent, Nos. 70 and 71 West-st.

THE REGULAR MAIL LINE, via STONING
TON, for BOSTON and PROVIDENCE—Inland rosts—
the abortest and most direct—carrying the Eastern Mail.
The steamers PLYMOUTH ROCK, Capt. Joel Stone, and
C. VANDERBILT Capt. AV. H. France, in connection with
the Stonington and Providence and Buston and Providence Railroads, leaving New-York daily. Sundays excepted, from Pier
No 2 North River, first wharf above Battery-place, at 6 o'clock
p. m., and Stonington at 8:30 p. m., or on the arrival of the mail
train which leaves bosten at 5:30 p. m., or on the Arrival of the mail
The C. VANDERBILT from New-York, Monday, Wednesday and Friday. From Stonington, Tuesday, Thursday and
Salvaday.
The FLYMOUTH BOCK from New York Transfer Them

The FLYMOUTH EOCK, from New York, Tuesday, Thoresay and Saturday. From Stonington, Monday, Wednesday and

day and Saturday. From Stonington, Monday, Wednesday and Friday.

Prasarners proceed from Stonington per railroad to Providence and Boston in the Lapress Meil Train, reaching said place in advance of these by other routes, and in ample time for all the only morning lines connecting North and East. Passengers that prefer if remain on board the reasure, ray a night's rest modularbod, broadfast if desired, and loave Stonington in the 1915 a. in train, connecting at Providence with the lit a missin fer Boston.

isoin for Boston.

A baggage-master accompanies the steamer and train through
such way.

For passage, besthe, state-reoms or fieight, apply on heard the
samer, or at the Faright Office, Pier Ro. 2 North River, or at
the office, No. 10 Battery-piace.

HUDSON RIVER RAILROAD.-From May TDSON RIVER RAILHOAD.—From May 23, 187, trains will leave Chambers et. Station as followed largeness trains, 6 am, and 5:15 pm. Albany Passenger trains, 5 am, and 5:30 pm.; for Sing Sing, 10:30 am, and 6 pm.; for Feekall, 5:26 am Feekhelperpele, 7 am, and 1 am 7 pm.; for Feekall, 5:26 am The Feekhelperpele, Feekall and Sing Sing trains step as the way stations. Franciscor states at Chambers, tenni, the bottom and districts. Trails for New Tork serve Tree at 10:50 and 10:50 am and 6:30 pm. and 6 teny of a 15, or 5 am and 6 to pm.

A. F. SMITH, Posterminology.

which said we see half see that the second seed of the STATESHING RAILHOAD—Leaves Fulton Maract wharf, by freamer Hand City, at 6:4, sand 10 a.m., and 3, 4 and 6 p.m. the care leave Flushing (L. I.) at the same harrs, meeting and cocharging passengers with the best at Henter's Peint. Through in 50 minutes. Fare 25 cents. WM. M. SMITH, Receiver.

GREAT CENTRAL ROUTE. -

The Through Theket and Freight Office of the GREAT WESTERN RAILWAY.

MICHIGAN WESTERN RAILWAY.

MICHIGAN CENTRAL RAILWAY.

BLLINOIS CENTRAL RAILROAD.

GALANA AND CHICAGO E. RAILROAD.

CHICAGO, BUELINGTON AND GUINCY RAILROAD, to Chicago, Milwankee, Galera, Dubuque, Rock Island, Bardington, Quincy, St. Louis, Cairo, Karnes and Abdrasks, and all other points West and South-west.

Via SUSPENSION BRIDGE or BUFFALO, is at No. 123 BROADWAY, N. T., pormer of Countingdown.

DARIUS CLARK, Agent.

GREAT AMERICAN ROUTE via MICHIGAN
RAILROAD to Chicago, St. Louis, Rock Island, St. Paul,
Milwanker, Kanes City, and all places West and South-west,
via New-York and Eric, New-York Central, American Lake
Shore, Great Western Railway, and Michigan Southern Railroads, forming the shortest, quickest, and most pleasant route
to the Great Wester. The road between Detroit and Adrian is
now open, and trains are run connecting at Adrian with express
trains to Chicago and the West. For further information apply
at the Company's Office, No. 18 Broadway, corner of Deyest
JOHN F. PORTER, Agent

at the Company's Office, No. 183 Broadway, corner of Dey-raJOHN F. PORTER, Agent

HARLEM RAILER OAD
SUMMER ABRANGEMENTS.
Commencing WEDNESDAY, June 3, 1857.

Trains leave Depot corner of White and Centre-eta: 7j a. m.—Croton Falls Trains, connecting with line of stages for Lake
Mahopae. 9j a. m.—Express Mail Train for Albany, connecting
at Croton Falls with line of stages for Lake Mahopae, at Pardy's
for Ridgefield, at Brewster's for Danbury, at Chasham FourCompose with Western Railroad for Albany, Troy, Saratoga and
the West. 3j p. m.—Millerton Train, atopping at all stations.
5j p. m.—Williams Bridge Train, atopping at all stations. 6j p.
m.—White Plains Train, stopping at all stations. 6j p.
m.—White Plains Il a. m.—Williams Bridge Train,
stopping at all stations. 1l a. m.—Williams Bridge Train, stopping at all stations. 1l a. m.—Williams Bridge Train, stopping at all stations. 5 p. m.—Croton Falls Train, stopping at all stations.
8 p. m.—Williams Bridge Train, stopping at all stations.
WM. J. CAMPBELL, Superialessadest.

T. CAMC ISLAND RALLROAD—SUMMER AR-

ONG ISLAND RAILROAD-SUMMER AR-Brookly for Greenport 19 a.m. daily, and on Saturdays at 5:25 p.m.; for Riverbead at 9 a.m. and 3:30 p.m.; for North Islip at an and 3:30 p.m.; for Farmingdale at 9 a.m., 3:30 and 6 p.m.; for Saturdays at 5:25 p.m.; for Saturdays at 6:25 p.m.; for Riverbead at 9 a.m. and 4:30 p.m.; for Hempstead at 10 a.m., and 4:30 p.m.; for Jamaica at 9 and 10 a.m., and 4:30, 6 and 5 p.m.; for Jamaica at 9 and 10 a.m., and 4:30, 6 and 5 p.m.; for Jamaica at 9 and 10 a.m., and 4:30, 6 and 5 p.m.; for Jamaica at 9 and 10 a.m., and 4:30, 6 and 5 p.m.; for Jamaica at 9 and 10 a.m., and 4:30, 6 and 5 p.m.; for Jamaica at 9 and 10 a.m., and 4:30, 6 and 5 p.m.; for Jamaica at 9 and 10 a.m., and 4:30, 6 and 5 p.m.; for Jamaica at 9 and 10 a.m., and 4:30, 6 and 6 p.m.; for Jamaica at 9 and 10 a.m., and 4:30, 6 and 6 p.m.; for Jamaica at 9 and 10 a.m., and 4:30, 6 and 6 p.m.; for Jamaica at 9 and 10 a.m., and 4:30, 6 and 6 p.m.; for Jamaica at 9 and 10 a.m., and 4:30, 6 and 6 p.m.; for Jamaica at 9 and 10 a.m., and 4:30, 6 and 6 p.m.; for Jamaica at 9 and 10 a.m., and 4:30, 6 and 6 p.m.; for Jamaica at 9 and 10 a.m., and 4:30, 6 and 6 p.m.; for Jamaica at 9 and 10 a.m., and 4:30, 6 and 6 p.m.; for Jamaica at 9 and 10 a.m., and 4:30, 6 and 6 p.m.; for Jamaica at 9 and 10 a.m.; for Jamaica at 9 and 10

AND RUUIE. AND WARD TO ARE WELL AND WARD TO THE ARCHIVE AND ARCHIVE AND AN

NEW-YORK and NEW-HAVEN RAILROAD.
SUMMER ARRANGEMET, commencing July 15, 1857.—
Passenger station in New-York, corner 27th-st. and 4th-av., carbance on 27th-st.
TRAINS LEAVE NEW-WORK—For New House, carbance of the st.

atations.

BOCKLAND PASSENGER at 3:30 p.m., from foot of Chambers et , via Pierment for Sufferns and intermediate stations.

WAY PASSENGER at 4 p.m., for Newburgh, Middletows, and intermediate stations.

EMIGRANT at 5 p.m., for Dunkirk and Buffalo and intermediate.

EMIGRANT at 5 p.m., for Dunkirk and Busaic and Intermediate stations.

THE ABOVE TRAINS RUN DAILY, (SUNDAYS

THE ABOVE TRAINS RUN DAILY, (SUNDAYS

NIGHT EXPRESS at 5 p.m., for Dunkirk, every day.
NIGHT EXPRESS at 5 p.m., for Bussaic, every day.
There Express Trains connect at Elmira with the Birsaic,
Canadaigua and Niagara Falls Railroad, for Niazara Falls; at
Birshamton with the Syracuse and Birshamton Railroad, for
Syracuse; at Corning with Bussaic, Corning and New York
Railroad, for Rochester; at Great Band with Delaware, Lackal
wanus and Western Railroad, for Seranton; at Houndlaville
with the Bussaic and New York City Railroad, for Bussaic; at
Bussaic and Dunkirk with the Lake Shore Railroad, for Geveand, Cincinnati, Toledo, Detroit, Chicago, &c. Buffalo and Dunkirk with the Lake Chord, &c. land, Cincinnati, Toledo, Detroit, Chicago, &c. HOMER RAMSDELL, President.

NEW WIDE-GAUGE ROUTE from NEW-YORK to ROCHESTER —The ROCHESTER and GINESEE VALLEY RAILROAD is now open, and, in connection with the Buffelo, Corning and New-York, and Esw-York and Eric Railroads, forms a direct route from New-York

The directness of this route, together with the superior comfort afforded by the wide cars, renders it by far the most desira-ble between the above-named-cities.

Tickets can be procured at the New-York and Eric Railroad Ticket Office, foot of Duane-st., and No. 133 Broadway; also,

Ticket Office, foot of Dunnestt, and No. 193 Broadway; also, in Jersey City.

Bagnane checked through.

Projekts will be transported between New-York and Roohester with dispatch. Any information desired in regard thereto can be obtained by calling on the General Freight Agent of the New-York and Eric Railroad, Eric Buildings; or C. S. TAP-PAN, Express Freight Agent, No. 153 Broadway.

Ro trains on the Buffalo, Corning and New-York Railroad on Bunday.

J. A. REDFIELD, Superintendent.

NEW-JERSEY RAILROAD—For PHILADDELPHIA and the SOUTH and WEST, via JERSEY CITY.—Mill and Express Lines: Leave New-York 8 and 11 am and 4 and 6 p. m.; fare, \$3; 12 m., \$2 25; stopping at all way stations. H and 4 go to Kensington. Through Tickets sold for Cinclinati (\$17 and \$18 50) and the West, and for Baltimore, Washington, Norfolk, &c., and through baggage shocked to Washington in 8 a. m. and 6 p. m.

'No ODRUFF, Assistant Sup't.
'No Baggage will be received for any train unless delivered and checked 15 minutes in advance of the time of leaving.

The Pennsylvania Railroad contracts to Pittaburah with railroads to and from St. Louis, Mo.; Alton, Galena and Chicago, Ill.; Frankfort, Lealigton and Louisville, Ky.; Terre Hants, Springsfeld, Bellefontaine, Sandasay, Toledo, Cleveland, Columbas, Zanesville, Massillen and Wooster, Ohio; also, with the steam packet boats from and to New-Orleans, St. Louis, Louisville and Checknath.

Through Tickets for the East can be had at any of the above-mentioned places in the West.

Passengers will find this the shortest, most expeditions and comfortable nonte between the East and West.

FROM NEW-YORK TO CINCINNATI IN 30 HOURS, FROM NEW-YORK TO ST. LOUIS IN 36 HOURS.

Fare as low as any other Route.

See handbills in the hotels of this city.

Through Tickets, or ferther information, may be had at the affice of the PENNSYLVANIA RAILROAD,—The GREAT

PENNSYLVANIA RAILROAD.—The GREAT CENTRAL ROUTE, connecting the Atlantic ciries with Western, North-western and South-western States, by a continuous Railway direct. This Road also connects at Pittsburgh with daily line of Steamers to all ports in the Western Rivers, and at Glevelsand and Sandansky with steamers to all ports on the North-western Lakes; making the most direct, cheapest and reliable route by which FREIGHT can be forwarded to and from the Great West.

RATES BETWEEN PHILADELPHIA and FITTSBURGH.
First Class—Scots, Shore, Hate and Caps, Boccate Block, Bry Goods (in boxes, bales and trunks), Drues (in boxes and bales), Prepare (in caps), 1 fand Western, First, Re.

SECON Class.—Domestic Societing, Shirting and Toking (in original black), Drugs (in caps), 1 fand Wase, Leather (in rolls or boxes), Wood and Sheep Polts Enstward, &c.

FIRD CLASS.—Auvils, Steel, Chains (in casks), 1 fand Western, First, Reconsed Perk whited (loose or in sacks), 100 B.

FURD CLASS.—Auvils, Steel, Chains (in casks), 50 cents Probace, manufactured, except Gigars or out, &c.

FURD CLASS.—Coffer, Fish, Esseen, Berfand, 100 B.

FURD CLASS.—Coffer, Fish, Esseen, Berfand, Pork the casks or bears, Eastward), Lard and 40 cents Pritch, Rolin, &c.

FLOUR.—\$1 Publ. until farther notice.

GRAIN—30 cents P to the mutil forther notice.

GRAIN—30 cents P to the mutil forther notice.

GOTTON—\$2 Puble, not exceeding 500 B weight, until further notice. DENNSYLVANIA RAILROAD.—The GREAT

COTTON—\$2 \$\Phi\$ let, not excéeding 500 B weight, until further bolice.

In chipping Goods from any point east of Philadelphia be particular to mark the purkage "Via Pennsylvania Raifrond." All Goods consigned to the Agents of this Rood at Philadelphia or Pittsburgh will be forwarded without detention.

Farigur Agents—Harris, Wormley & Co. Mansphis, Tenn.;

R. F. Sass & Co., St. Lewis, J. S. Mitchell & Son. Evansville, Ph. P. Meiderm, Madison, Ind.; Sprignon & Brown, and Everim & Co., Cancellonati, N. W. Graham & Co., Zansville, Ohio; Decch & Co., No. 94 Kills et., Boom; Leech & Co., No. 2 Actor House, New York, and No. 1 Williamest, New York; E. J. Sneeder, Philadelphia: Magnw & Room, Baltimore; Geo. C. Franciscus, Pittsburgh.

H. H. HOUSTON, General Freight Agent, Philadelphia.

H. J. LOMBAERT, Superintendent, Altoona, Pa.

May 1, 1877.

## Alchical.

SANDS SARSAPARILLA.—In this preparation we have all the restorative properties of the root combands and consentrated in all their strength and efficiency according to the complaint. Salt we find it recorded to in cases of Scrotch, Liver Complaint, Salt we find it recorded to in cases of Scrotch, Liver Complaint, Salt we find it recorded to in cases of Scrotch, Liver Complaint, Salt we find it recorded to in cases of Scrotch, Liver Complaint, Salt we find it recorded to in cases of Scrotch, Liver Complaint, Salt we find it recorded to in cases of Scrotch, Liver Complaint, Salt we find it recorded to in cases of Scrotch, Liver Complaint, Salt we find it recorded to in cases of Scrotch, Liver Complaint, Salt we find it recorded to in cases of Scrotch, Liver Complaint, Salt we find a property of the true one—a deversely ment on the true one—a deversely ment

HELMBOLD'S Extract of Bucha cure Gravel.

HELMBOLD'S Extract of Bucha cure Gravel.

HELMBOLD'S Extract of Bucha cure Diseases of the HELMSOLD'S Extract of Bucha cures Diseases of the Kid-

HELMBOLD'S Extract of Buchu cures Dropsy.

HELMBOLD'S Extract of Buchu for general Weaknesses.

HELMBOLD'S Fatract of Buchu for all diseases pricing from Extracts.

HELMBOLD'S Extract of Buchu for all diseases arising from Papeare.
HELMBOLD'S Extract of Buchu for all diseases arising HELMBOLD'S Extract of Buchu for Secret and Delicate HELMBOLD'S Extract of Buchu is taken by male and fe-

sie.
HELMBOLD'S Extract of Buchs for Loss of Memory.
HELMBOLD'S Extract of Buchs for Loss of Power.
HELMBOLD'S Extract of Buchs for Universal Lassitude of the Muscular System.

HELMBOLD'S Extract of Buchs for Nervous and Debilitated.

HELMBOLD'S Extract of Bucha for Diuness of Vision.

HELMBOLD'S Extract of Bucha for Difficulty of Breath;

HELMBOLD'S Extract of Bucha for Week Nervee

HEDMBOLD'S Extract of Buchu, price \$1 per bottle, de-livered to say address. Address letters.

H. T. HELMBOLD, Chemist.

Depot, No. 52 South 10th-st., below Chestnut st., Philadelphia.
Sold by Druggists and Dealers everywhere. Beware of
counterfeits. Cures gustanteed.

HEGEMAN, CLARK & Co., Agente, Broadway, N. Y.

The celebrated healing medium, Miss GRACE A. DAVIS, from Waukezen, III., has taken up her residence at DR O. G. WELLINGTON'S Water Cure Establishment, No. 34 East 12th-st. N. Y., and is prepared to operate for the cure of all diseases. She also speake and writes under influence and gives tests.

N PURSUANCE of an order of the Surrogate of In Fursuance of an order of the Surrogate of the County of New-York, notice is hereby given to all persons having slaims seniest ALENANDER R. SIMMONS, late of the City of New-York, decreased, to present the same with youthers thereof to the subscriber, at the office of J. S. Carponier, e.g., No. 15 Nassau street, in the City of New York, on or before the twenty-first day of January next.—Dated New-York, 12th day of July, 1257. PHILIP C. SIMMONS, 1370 Jaw6mbf\*

In PURSUANCE of an order of the Surrogate of the County of New York, notice is hereby given to all portions having claims against AMY HAWXHURST, late of the City of New York deceased, to present the same, with vouchers thereof, to the subscriber, at the office of W. H. Parsons & Co., Commission Paper Merchants, No. 16 Beekman et., in the City of New York, on or before the third day of March next.—Dated New York, the 28th day of Angust, 1857 and law6mM\*

DANIEL GRIFFIN, Executor.

IN PURSUANCE of an order of the Surrogate of the County of New York, notice is hereby given to all percent having their.

In PURSUANCE of an order of the Surveyage of the Court of

IN PURSUANCE of an order of the Surrogate of the County of New-York, notice is hereby given to all persons having claims against JOHN J. O'BRIEN, late of the City of New-York, merchant, deceased, to present the same, with you here thereof, to the subscriber, at his place of business, No. 120 Broadway, in the City of New-York on or before the first day of March next - Dated New-York, the 23th day of August. 1857.

JAMES O'BRIEN, Administrator.

IN PURSUANCE of an order of the Surrogate of the County of New-York, notice is hereby given to all persons having cleims against MINER C. STORY, late of the City of New-York, confirmation deceased, to present the same, with vombers thereof, to the subscriber, at his office, No. 243 Fifth avenue, in the City of New-York, on or before the twenty-nimit days of October next.—Dated New-York, the 28th day of April, 1807. [ap. 7] lawSimM] GEORGE LAW, Executor.

IN PURSUANCE of an order of the Surrogate of the County of New-York notice is hereby given to all persons to the County of New-York notice is hereby given to all persons the County of New-York notice is hereby given to all persons the County of New-York notice is hereby given to all persons the County of New-York notice is hereby given to all persons the County of New-York notice is hereby given to all persons the County of New-York notice is hereby given to all persons the County of New-York notice is hereby given to all persons the county of New-York notice is hereby given to all persons the county of New-York notice is hereby given to all persons the county of New-York notice is hereby given to all persons the county of New-York notice is hereby given to all persons the county of New-York notice is hereby given to all persons the county of New-York notice is not the county of New-York notice is not the county of the County of New-York not the County of New-York not constitute the county of the County of New-York not constitute the county of the County of New-York not constitute the county of the County of New-York not constitute the county of the County of New-York not constitute the County of New-York not constitute the county of the County of New-York not constitute the county of the County of New-York not constitute the county of the County of New-York not constitute the county of the County of New-York not constitute the county of the County of New-York not constitute the County of New-York not constitute the County of New-York not constitute the County

DUBLIC NOTICE.—In pursuance of a resolution passed by the Board of Commissioners of the Central Park, August 4, 1857, the Committee on Buildings in the Central Park will cause to be sold at public auction on the 15th day of September next, at the Wagstaf House, 5th-av, and 70th-at, at 12 Valuek of that day, all the buildings in said Park, as directed by

W. Webb, Lucius W. Bangs, receiver, &c., of Genesee Mutual Insurance Company, William P. Rice, Horatio N. Tenett, Joseph G. Mills, William I. Mills, the Exchange Bank of Lockpor? Mertin J. Borst, Dexter R. Jerand, Samuel M. Spencer, Amos B. Spencer, John Hutchinen, Samuel Milkin, defendants.—To the Defendents shove named: You are hereby summoned to answer the complaint in this action, and serves a copy of your answer on me at my office, in the City of Buffalo, within twenty days after the service hereof, exclusive of the day of such service; and if you fail to answer the complaint as aforesaid, the pizintiff will apply to the Court for the relief demanded in said complaint, which complaint will be alled in the office of the Clerk of the County of Risgars—Dated Buffalo, May 25, 1837.

Said complaint was filed in the office of the County Clerk of Risgars County on the 28th day of May, 1857.

and lawswim L. K. HADDOCK, Pidotid's Attorney.

Niagara County on the 28th day of May, 1857.

anic lawdwM L. K. HADDOCK, Plaintiff's Attorney.

SUPREME COURT—City and County of New-York—18AAC ADRIANCE agt. WILLIAM JOHNSTON, William Johnston, Junior, James Secti and Eliza his wife, Arthur Johnston and Susan his wife. Charles Johnston, Catharine Johnston, William Johnston, S.I., James C. Westlay and Barsaret L. his wife. Johnston, Eliza his wife, Henry Johnston, Eliza his wife, Henry L. James Johnston, Eliza L. his wife. James Johnston, Eliza L. His wife. James Johnston, Gila Henry, Samuel Campbell, Caleb B. Gildersleeve, The President, Directors and Company of the Tanners' Sank, Eliza L. William Beard, John Henry, Samuel Campbell, Caleb B. Gildersleeve, The President, Directors and Company of the Tanners' Sank, Eliza and Elexarth, William Tucker, Eliza E. Moore, The People of the State of New York, The Bowery Bank, William McGrorry, The Mochanics' Benking Association, Susan F. Ryan, Executive, &c., of James C. Kyan, deceased, Charles B. Bistop, Orville Hurd, Garret D. Hasbrouck and Sargent V. Bogley, John Rosch, The Wilksbarre Ceal Company, Mary Jane Johnston, administratorie, and Peter American, administratories of the estate of the safe Oliver Johnston, deceased, Mary Jame Johnston, administratories, and Peter American, administrator of the estate of the safe Oliver Johnston, deceased, Summons—To the alove samed defendants and cander the complaint in this action, and to serve a copy of your answer to the said complaints this action, and to serve a copy of your answer to the said complaints on the safe complaint. The said complaints was filed in the office of the City and County of New York, within twenty days after the time aforesaid, the plaintiff in this action will apply to the Coart for the relief demanded in the complaint. The said complaint was filed in the office of the City and County of New-York on the tenth day of June in the year 1866.—Dated Jane 10, 1856.

John Rose, Johnston, Complaint The said complaint was filed in the office of the City and

UPPEME COURT—CITY and COUNTY of NEW-YORK—AUGUSTUS MORRO and OH. J. NBH-MEYER art. ISAAC BLUMENKRON.—Summons for relief—(Com. and ser.)—To the above-named deformant—Sir. You are hereby summonted and required to answer the compaint in this action which has been filed in the effice of the Circh of the City and County of New-York, at the City Hall in said city, on the 28th day of July, 1877, and to serve a conv of your names to the said complaint on the subscribers

clip Hall in said city, on the Zith day of July, 187, and to serve a capy of your answer to the said complaint on the subscribers at their office, No. 72 Wallet, in the city of New York, within twenty days after the a rvice of this summens on you, exclusive of the day of such service; and if you fail to answer the said complaint within the time sfore said, the plaintails at this action will apply to the Court for the rolled demanded in the comblaint—Daved July 20, 187.

SUPREME COURT.—City and County of New-York—EMANUEL HOFFMAN against ISAAC BLU-MENKRON.—Summons for realef (Com not served).—To the above named defendant.—Sir You're hereby summoned and required to cast worther our plaint in this action, which has been filed in the office of the Cierk of the City and County of New-York—EMANUEL HOFFMAN against ISAAC BLU-MENKRON.—Summons for realef (Com not served).—To the above named defendant.—Sir You're hereby summoned and required to cast worthe complaint in this action, which has been filed in the office of the Cierk of the City and County of New-York, the Zak day of July, 1857, and to acree a capy of your answar to the said complaint on the subscribers, at their office, No. 72 Wall sacet, in the said City, within twenty days after the service; and if you fail to unwer the said complaint on the subscribers, at their office, No. 72 Wall sacet, in the said City, within twenty days after the service; and if you fail to unwer the said complaint within the line aforesaid, the plantiff in this action will apply to the Court for the relief demanded in the complaint—Dated New-York, June 18, 1857. KAUFMANN & FOSTER, july 71 Janews Market Market Court of New-York and County of New-York and County of New-York Dated Alternative County of New-York and C

New-York, June 12, 1897. KAUFMANN & FOSFER, july77 laws M Flinitid's Automeys.

SUPREME COURT, City and County of New-York—HENRY RUCE opainst 18:AG BLUTKENKRON.

Summon for Relief.—(Com. not. ser.)—To the above-warmed Defendant—Sir: You are hereby summoned and required to mave or the complaint in this action, which has been fited in the office of the Cierk of the City and County of New-York, at the City Hall in said city, on the 28th day of July, 1857, and to serve a copy of your answer to the said complaint on the subscriber, at their office, No. 72 Wall street, in the City of New York, within twenty days after the service of this animona on you archesive of the day of such service; and if you fail to answer the said complaint within the time aforeasid the plaintiff in this action will apply to the Court for the relief demanded to the complaint within the time aforeasid the plaintiff in the action will apply to the Court for the relief demanded to the complaint and July 24, 1877.

[NAUFMANN & FOSTER, 1971 and 1872.]

# New York Daily Tribune

### KANSAS.

GOV. ROBINSON ACQUITTED. From Our Special Correspondent.

LAWRENCE, K. T., Aug. 21, 1857. The Lecompton Jury have brought in a verdict of "Not Guilty" in the case of Gov. Robinson. The first political trial has resulted in an acquittal. The Jury was a long time in arriving at this conclusion, and it was by no means unanimous. It was directly in the teeth of Judge Cato's charge and written instructions. All that the Federal appointces could do to secure a conviction was done. A Federal Judge ruled against the prisoner in defiance of all established rule, and had his ruling and his instructions been accepted by the Jury the conviction would have been inevitable. His instructions to the Jury were: "If it appears that the prisoner has "at any time assumed to act as the Governor of "the State of Kansas you will bring him in guilty." "the State of Kansas you will bring him in guilty."
The prisoner never for a moment attempted to deny that he had done so. The only point made in his favor was that the formation of a State Government and the completion of all its details preparatory to being admitted into the Union, was a right the people of a Territory have. That neither Gov. Robinson nor any other of the State officials had ever interfered with Territorial functionaries, or metended to do any acts appertaining to them. It pretended to do any acts appertaining to them. It will be seen that here was the whole point. It in-volved the whole of the lauded doctrines of "Squatvolved the whole of the lauded doctrines of "Squatter Sovereignty," and even of better things than "Squatter Sovereignty." On this point, then, Buchanan's appointees, with the United States army at their back, proceed to try a man for helping to initiate the forms of a State Government. Euchanan and the party in power thus declare emphatically that the people of a territory shall not have the right to determine their institutions as a State. A Federal Governor sustains those prosecutions with the army. A Federal Judge rules against the prisoners, contrary to legal maxims in order to bring about this result. With all this the Administration are directly chargeable. It is their policy in Kansas. It is no sine-spun theory. It is a matter of hard fact. It will thus be perceived that the Lecompton Jury is not so intensely Border Ruffianish as the Federal officers, and that the attempt to ish as the Federal officers, and that the attempt to enslave Kansas receives its chief animus from

Washington.

The manner in which such a Jury, so instructed, arrived at such a conclusion, is a little remarkable. Being able to state what transpired in the jury-room, I will explain the mode of obtaining such a result. Immediately after they retired, one of their

number said:
"Well, the question is whether the prisoner has assumed to act as Governor of the State of Kanaas." "No," said a Pro-Slavery man from a Northern State (Ohio), a lawyer; "I think the first question to determine is whether there is a State of Kansas. If there is not, it seems to me impossible to convict any one of usurping the office of State Governor."

And thus the main question at issue was brought up in the Jury-room. The fire-eaters of course swore there was no State. Two members of the Jury declared that a conviction was impossible, and would be absurd unless it was a State. It was also assumed that a verdict of guilty would be equivalent to declaring it a State under the Topeka Constitute of the Cons tion, merely calling in question Gov. Robinson's right to act as Governor of it. This was a hard tion, merely calling in question Gov. Robinson's right to act as Governor of it. This was a hard bore for the Border Ruffians to gnaw. Most of them were bent on a conviction, if possible. Three hours after they had retired, they concluded that they would get along better with more testimony. Only one witness had been examined. They had no notes of his testimony, and after the jury had debated for some time, a part of them maintained that the witness had said one thing, and a part another thing. In one case his testimony was testimony, in the other it was no testimony at all. It was in this ticklish situation that they sent in a message to the Court, requesting to have the case again opened, and to have more testimony. Like Oliver Twist, they wanted "some more." Singularly enough, the "Court" refused to comply with this very ridiculous proposition. The jury could arrive at no conclusion as to what the testimony was, or whether they had any testimony. For hours they debated. A day passed in stormy and uscless discussion, followed by a verdict of "not guilty." I might suggest some thing further as to how this result was obtained, but respect for a "Lecompton Jury" puts a seal on my respect for a "Lecompton Jury" puts a seal on my

WIFE-KILLING AND SUICIDE.

Correspondence of The N. Y. Tribune.

STONINGTON, Conn., Aug. 29, 1857. pated wretch, named Charles Babcock, residing at Westerly, R. I., this afternoon, at about 4 o'clock, killed his wife with a common weod-ax. Being seen by his neighbors, he rushed out and cut his throat, expiring almost instantaneously. It is said that Babcock had served a term in the State Prison, at Weathersfield, Conn. He was in the prime of life, about 10 years of age. It is not known whether he leaves any children.

INDUSTRIAL AND SCIENTIFIC INTELLI-

CAVENDY'S TRIFOD FOR ZENITH OBSERVATIONS .-To determine the position of a ship at sea, it has heretofore usually been requisite that the sun should be visible, and the horizon unobscured. It happens some times, however, that while the sun can be distinctly seen overhead, the horizon is obscured by fogs, and then only an imperfect observation can be taken by means of an artificial horizon, formed by a bucket of water. Navigators have long been satisfied that this difficulty could be overcoment an instrument were discovered to determine the zenith. The Equatorial Circle is divided into four parts of 90° each, which is the distance between the zenith and the horizon. To take a solar observation, it has been necessary to bring the sun, at roon, by reflection, to the horizon, when the hight of the sun above the horizon is read on the scale, by the aid of a vernier. In the absence of horizon by obsuration, an observation might be obtained with equal facility by bringing the sunto the zenith. But heretofore, in the absence of proper instruments, the exact situation of the zenith could not be determined; and, in consequence, much loss of life and property has been the result. Captain Edward Cavendy of the United States steamship Washington claims to have invented an instrument for zenith observations, to which he has given the title which heads this article. On Saturday, at his invitation, a number of nautical men made a trip to Sandy Hook on the steamboat Mazeppa, for the purpose of testing the instrument.

The "tripod" is a long, cone-shaped tube, so sus-pended that its smaller end points to the zenith, while its base, to which the requisite weight is attached, points to the deck. The orifice in the small end contains a glass of the diameter of a dime. Just under the glass are two crossed wires, and below are sideopenings to admit light to the lower part of the tube. This tube is suspended on swivels, so as to allow it to swing, and thus remain constantly vertical. The observer seats himself underneath this tube, sextant in hand, and brings the reflection of the sun exactly to the center of the crossed wires in the small opening of the tube. This he can do only when the instrument hangs perfectly perpendicular, and the distance of the sun from the zenith may be read on the scale.
Capt. Cavendy has added to this instrument an oblique
mirror attached to the base of the tube, which obviates the necessity for straining the neck to look for the zenith through the tube. The instrument was tried yesterday by all of the shipmasters on board, and pronounced a great success. It was tested by horizon observations, and the result of the calculations made by both processes gave the position of the versel within less than two miles of the true one-a de-

MARINE AFFAIRS.

DISASTERS ON THE JERSEY COAST. The eterm of Thursday night drove several ships sahore on the Jersey coast. Happily, the less of life was confined to one vessel, from which a passenger

and two sailors were lost.

WRECK OF THE CHARLES ALBERT—THREE LIVES LOST. The Italian bark Charles Albert, Capt. Revello, from Genoa June 25 for New-York, went ashore on the morning of the 28th, eight miles north of Barnegat, and will be a total wreck. There was a pilot on board, but he was not in charge of the vessel. She had forty-two passengers, who came up to the city overland, and are now at the Castle Garden depot. Fifteen passengers and some of the crew attempted to come ashere in the long-boat, which swamped on reaching the breakers, and two of the crew and one of the passengers were drowned. Five persons swam ashore from the ship. The mortar was fired five times to get a line on board, but the shots did not reach the vessel. Shortly after the passengers were brought ashere in the surf-boats belonging to the Life-Boat Station, in charge of the Underwriters' agent, assisted by Mr. George Evans, Sandy Hook pilot. The eargo of the Charles Albert consisted of 300 time marble, with a lot of wine, vermicelli, &c., which is partly insured in this city. The schooner B. Drummond, with

steam pump, has gone to her assistance. TOTAL LOSS OF THE SHIP CLARA BROOKMAN. The ship Clara Brookman, Capt. Higgins, from Liverpool for New-York, before reported ashore below Squan Inlet, is full of water, and has lost foremast and bowsprit. She struck at 12; on the morning of the 28th. It is said that all hopes of saving her are given up. Steamtuge and lighters have been sent down to save as much of her cargo as possible. She rated All. 1.414 tups, built at Bath, and was owned by H. H. Brookman of that city. She is also insured there, and we understand has in addition a small risk upon her in this city. Her assorted cargo was valued at about \$140,000, some of which will be saved, but in a damaged condition. There is a very large insurance on it in Wall street. A later dispatch says the ship is broken in two amidships, and there is no chance whatever of saving her. Capt. Higgins writes to his owners as follows:
Squan Beach, August 28, 1857.

Squan Beach, August 20, 120

Menter H. H. Brookman & Co.

Gentlemen: I have to inform you that the ship Clara Brookman went ashore at this place last night at 12; in charge of a pilot. The ship is now all to pieces, full of water, and foremast gone. For a long time to-day it was doubtful if we could save our lives, but we are now safely landed, and all well.

I remain your obedient servant.

G. HIGGINS, Captain.

THE SHIP ROSWELL SPRAGUE ASHORE.

The ship Roswell Sprague, Capt. Patten, from Cardiff, before reported ashere near Squan Inlet, had three feet water in her hold on the 28th. She went on at 3 o'cleck that morning. She lies on the outer bar, broadside to the sea, in a very bad position. Her cargo consisted of 1,100 tuns railroad iron, valued at \$80,000, which is largely insured in Wall street. She is an A 1, vessel, built at Bath in 1856, and owned there by Messrs. Trufant & Drummond. She is insured at the Eastward, but to what extent we are as yet upable to ascertain.

TOTAL LOSS OF THE PILOT ROAT THOMAS H. SMITH. The pilot boat Thomas H. Smith went ashore about eix miles north of Barnegat, and has gone to pieces. She went on at about 5 o'clock on the morning of the 28th. All hands were saved, and arrived in this city on Saturday last. The Underwriters have sent steam tugs and lighters to the assistance of all these vessels.

tugs and lighters to the assistance of all these vessels.

THE SHIP ARVUM SAFE.

The ship Arvum, before reported ashore on Bergen Flate, got off on Friday night without damage.

WHECK OF THE SCHOONER SARAH ANN.

Pilot boat Christian Bergh, No. 16, reports, Aug.

—, lat. 40° 15′, lon. 72° 50′, fell in with wreck of schooner Sarah Ann of Bridgeton, N. J., on her beam ends, her mastheads and quarter sticking out of water. Took from her part of a sail, which was made in Philadelphia. She was in ballast, and apparently had capsized during a squall. Her boat was gone. Supposed the crew had been taken off by some vessel. The Sarah Ann had been but a short time in that situation.

SCHOONER SUNK. British brig Antelope, arrived at this port on Satur-day night, reports having seen on the 28th, at 12 m., one mile south of Egg Harbor, a sunken schooner, with masts standing out of water, and ensign set at

## BROOKLYN ITEMS.

The Public School of Flushing reopens to-morrow

QUEENS COUNTY TEMPERANCE CONVENTION .- This Convention assembles at Jamaica this afternoon. The proceedings are expected to be of an extremely in-

EXCURSION OF YOUNG AMERICA ENGINE COMPANY OF FLUSHING .- Young America Engine Company No. 2 of Flushing, L. I., go on a moonlight excursion this evening to City Island, and expect to have " a good time" of it. They have chartered the steamboat Enoch Dean for the occasion, and are to be accompanied by Shelton's Band.

COLORED CAMP MEETING NEAR FLUSHING .- The African Methodist Episcopal Churches under the pastoral charge of the Rev. Wm. Moore, Bethel Church, N.Y.; the Rev. A. C. Crippen, Brooklyn; the Rev. J. M. Williams, Flushing Circuit; the Rev. L. Patterson, Huntington Circuit; the Rev. W. H. Ross, Newark, N. J.; the Rev. W. M. Watson, New-York Circuit; the Rev. J. R. V. Thomas, Morristown, N. J , and the Rev. J. Hamilton of Williamsburgh, will to-morrow (Sept. 1) commence holding a camp meeting is Herriman's Woods, about two miles south of the village of Flushing, L. I.

HARVEST HOME FESTIVAL IN QUEENS COURTY .-According to custom, the several towns comprising Queens County have this year had their united Harrest Home Festival. It came off in a beautiful grove at Little Neck on Wednesday last. Tables were set for one thousand persons, but it is computed that no less than four times that number visited the grounds, and participated in the grand frolic of the season. Everything passed off pleasantly.

CONSTABLE ARRESTED FOR ATTEMPT AT RAPE. -On Saturday night Deputy Superintendent Folk arrested a constable of the Fifteenth Ward named Robert Clinch, for an attempt at rape upon the person of Dorado Weber, residing in Cook street, near Division avenue. She was standing upon her own stoop, when Clinch came along, and, it is alleged, pulled her off the stoop, and, chasing her some distance, attempted to violate her person. Her cries attracted the stention of the Deputy, who was in the vicinity, and he was promptly arrested and locked up in the Station-House of the First Precinct.

SERIOUS STABBING AFFRAY .- Between two and

our o'c'ock yesterday morning, two men, named Hugh

Kelly and Owen McKinney, were seriously stabbed while in front of a porter-house in Fulton street, near the office of the Brooklyn City Railroad Company. From the circumstances it appears that James Gallagher, Patrick Kelly, Owen Callahan and James Murray went into the porter-house of McMahan, and had a few drinks of beer, and assaulted a man named Higgirs, who was in the saloon. Higgins made no reply, but went out, and soon after the party went on to the sidewalk, where they remained some time, when Hugh Kelly and McKinney came cut and were at once assaulted by Pat. Kelly and Gallagher. In the melee the two men were stabled. Officer Dan Kelly, of the Second District, ran across, and, calling assistance, arrested the assailants and took them to the Station-House. The wounded men were taken to the Second District Station House, and Dre. Otterson and Henneson called to attend them. On examination it was found that Kelly was stabled in the abdomen, just below the navel, the wound being 4 of Franc of a very serious character. He also received a wound countries.

hospital, and lies in a very dangerous condition. It had not been ascertained last evening whether or not the wounds were mortal. McKinney was stabbed in the left side just below the false ribs, and also slightly in the abdomen. He had his wounds dressed, and was taken to his residence in Plymouth street by Gayner and McIntire. Pat Kelly admits stabbing the men, but contends it was done in self-defense. The parties will be examined this morning by Justice

z the breast near the eixth rib. He was taken to the

Recevery of Stolen Goods.—On Friday alght, about 11 o'clock, Officer Beatty of the First Procinct arrested a man named George Hedge as he was attempting to cross the South Ferry, with a large quantity of goods which had been stolen from the dwelling-house of James Van Nostrand, No. 293 Henry street. He was taken to the Station-House of the First Precinct, and locked up. The house was then examined, and found to have been entered by means of the front door, the key of which had been stolen the afterneon previous. The family have been absent from the house all Summer, and the keys of the house have been deposited with the servant girl next door. The wife of the prisoner lives in this family as a servant girl, but has been separated from her husband fer some time. Hedge visited the house on Friday for the purpose of seeing her, and, it is supposed, took that opportunity to steal the key. The value of the goods taken is about \$2.500. He was held to await the action of the Grand Jury.

Accidents.—John Costar, aged about 60 years, fell from an embankment on Bergen Hill on Saturday and broke three of his ribs. He was taken to the City Hospital, where he lies in a very dangerous condition. Mathew Harrison fell from the hatch of a vessel lying at Atlantic Deck on Saturday and sustained a fracture of the thigh. He was taken to the City Hospital. A man named James Smith was seriously injured on Saturday evening by being thrown from a wagon which was proceeding at a rapid rate down Flushing avenue. He was picked up and taken to the residence of Wm. Davenport at the corner of Oxford street, from whence he was taken to his residence corner of Bedford avenue and Ross street. He remained insensible for some hours, when he died of compression of the brain caused by a fracture of the skull. Coroner Snell will hold an inquest.

INQUESTS.—Coroner Redding held inquests on Saturday on the body of a boy named Wm. Asbuckle, aged nine years, who was drowned while bathing at the foot of Bridge street. Also on the body of Johanna Peterson, a child who died at No. 102 Walcot street of convulsions. Also, yesterday, on the body of John Byrne, who died in Conover street, near Dikeman, of compression of the brain. On Wodnesday last he was skylarking in the bar-room in the vicinity when he fell against a table striking head severely. He died yesterday, when a post mortem examination was held by Drs. Cochran and George Ball, and it was discovered that the cause of his death was congestion of the brain, induced by intemperance.

on Saturday night the attention of the officers at the Fulten Ferry, was called to a wagon which was being driven on board the boat, coatsining the dead body of a William Kelly, who was drowned at Reckaway on Friday morning. Judge Russin, of Queens County, held an inquest and gave a certificate. Coroner Nichols afterward held an inquest, and also gave a certificate. An undertaker named Doberty, of 493 Pearl street, New York, was engaged to take the body to New-York for interment. Captain King, of the Second District, investigated the case, and gave permission to pass the body, as all appeared to be proper.

Casyality at Rockaway.—Mr. W. Riley of Savanab., Ga., while bathing at Rockaway on Friday afternoon, was suddenly enatched by the undertow from a large party with whom he was enjoying himself, and before assistance could be given was taken beyond their reach into the ocean. The body was recovered yesterday morning by Mr. Hickey, who found it seven miles below the bathing-ground, and returned the remains to his afflicted and almost distracted widow.

COUNTY COURT.—The Kings County Court before Judge Morris, assembles this morning, when a Grand Jury will be impanneled.

## NEW-JERSEY ITEMS.

THE FERRY BOATS,-The ferry-boat Hudson re sumed her place on the ferry on Saturday morning, having been overhauled, newly painted, caulked and coppered. The boat D. S. Gregory is undergoing similar repairs. These boats will be lighted with gas as soon as preparations are made.

The trains on the New-York and Erie Railroad are required by Mr. Moran, the new President of the Company, to stop upon approaching the train bridges over the Hackensack and Passaic Rivers, to see if they are in proper condition, to prevent disaster.

SUPPLY OF WATER -The Water Commissioners of Jersey City signed the contract for a supply of " pure and wholesome water," to Hoboken, from the Jersey City Water Works; and, on Friday evening last, the Hoboken Water Commissioners held a meeting and entified and signed the contract. It ture of Charles Fink, President of the Board of Water Commissioners of Jersey City, and of Edmund Charles, President of the Hoboken Board of Water Commis sioners. The arrangement will be highly advantageous to Jersey City, and of great benefit to Hoboken.

CHURCH OPENING. - The Methodist Church in Hoboken, which has been closed for a few weeks past for repairs and improvements, was reopened for religious worship yesterday, on which occasion services were conducted by the Rev. Mr. Van Horne of Jersey City, who preached at 10 o'clock a. m. and 7 o'clock -

THE VETERANS .- The entertainment in Heboken for the benefit of the Veterans of 1812 will take place at the Otto Cottage Gardens to-morrow (Taesday) evening.

BURGLARIES AND ARRESTS.—Several burglaries bave recently occurred in Morristown, Boonton, Caldwell and Mendham, N. J. Suspicion resting upon two young men in Morristown named John Perrice and John Leonard, they have been arrested, and, after an examination, were committed to answer the charge of burglary. CITY MORTALITY.—The City Inspector reports 613 deaths during the past week—a decrease of 87, as compared with the mertality of the week previous. Discuses of the stemach and bowels have taken a favorable turn. The deaths from cholers infantam

alone are 52 less. Lung complaints have also fallen off considerably. The following table exhibits the number of deaths during the past two weeks among adults and obildren, distinguishing the sexes: 

Among the principal causes of death were the following: Consumption, 58; convulsions (infantile), 35; inflammation of the lungs, 8; scarlet fever, mara-mus (infentile), 78; dropsy in the head, 26; measles, 8; smallpox, 4; croup, 5; cholera infantam, 132. There were also 4 deaths of apoplexy, 7 of broachitis, 7 of congestion of the brain, 10 of congestion of the lungs, 9 of debility (infantile), 29 of diarrhee, 29 of dysentery, 12 of hooping cough, 9 of inflammation of the bowels. 6 of teething, 4 premature births, 24 stillborn, and 13 from violent causes, including 5

drowned, 2 murdered, and 1 snicide. The following is a classification of the diseases and The following is a cash class of disease during the number of deaths in each class of disease during the past week: Bones, joints, &c., 3; brain and nerves, 93; generative organs, 4; heart and blood-vessels, 11; lungs, throat, &c., 110; old age, 6; shin, &c., and eruptive fevers, 20; stillborn and premature births, 28; stomach, bowels, and other digestive or gans, 304; uncertain seat and general fovers, 32;

urinary organs, 2-total, 613. The number of deaths, compared with the corresponding week in 1855 and 1856, was as follows:

Week ending August 29, 1855 549
Week ending August 29, 1867 70
Week ending August 29, 1867 70
Week ending August 29, 1867 613

The nativity table gives 501 natives of the United States, 69 of Ireland, 17 of Germany, 13 of England, 4 of France, and the remainder of various foreign